Gas Stock Denial Attacked

FORT WILLIAM (CP) — Ontario CCF Leader Donald MacDonald yesterday attacked government statements that no Northern Ontario Natural Gas Co. stock was used to "sweeten up" elected representatives.

H said it is not known what happened to 100,000 shares of the stock bought by Donald Clark of Port Arthur at 15 cents each.

Mr. MacDonald told a CCF meeting about testimony given by R. E. Shaw, president of Twin City Gas Co., to an investigating committee last summer.

He went on:

"Since it is not yet known whether Donald Clark, a director of both firms, retained those shares, now worth $500,000, or whether he in turn sold them for 15 cents a share to others, and if so to whom, how can the government dogmatically assert, as it has, that no gas stock was used to sweeten up electoral representatives?

"Their conclusion is at least premature. The government's investigation was thorough as far as it went, but evidence indicates it ceased at precisely the point where it should have become most intensive."

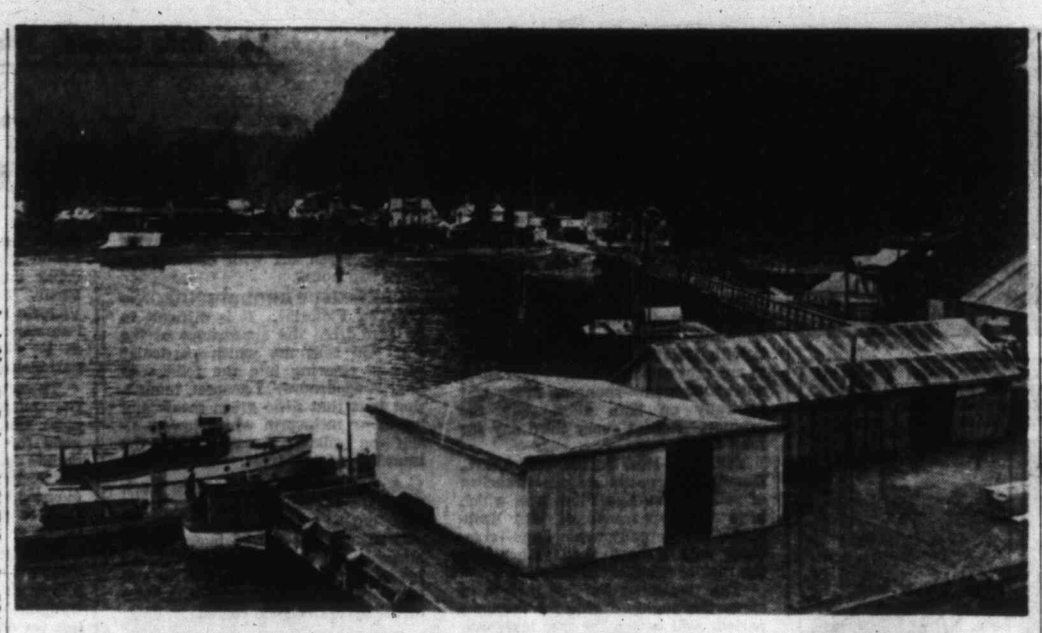
Unions Sign Up Offices

NEW YORK (NANA) — AFL-CIO unions in car, steel, electrical manufacturing and other mass production industries are "quietly signing up thousands" of office, technical and professional workers in their respective industries.

The United Auto Workers reports that it has "150 white collar locals that are growing rapidly" and that "more will be established as the need arises for them."

According to John J. Pastin, head of the office and technical department of the United Steelworkers, the steel union has organized between 75,000 and 80,000 office, technical and professional employees "in their own locals." Pastin says the USW plans to "expand its organizing efforts among these groups."

Possibly because several publicized drives to unionize white collar workers in recent years flopped, this campaign is being conducted without fanfare, labor sources say. Nor is there co-ordination between the unions in this effort; each union is running its own show.



Quiet Zeballos Looks Up to Iron Mountain for Its Future

Town of Zeballos may again become a centre of mining activity if two British Columbia companies go ahead with their plans to export iron ore to Japan. More than 2,000,000 tons of iron ore have been blocked out on Iron Mountain which can be seen between the two snow-capped peaks in the left background.

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Former Gold Centre Hopeful

Iron Is Magic Word In Zeballos Revival

By HARRY YOUNG
Colonist Business Editor

To those not in the fishing, mining and logging industries the West Coast of Vancouver Island still remains an inaccessible hinterland of heavily timbered inlets, wave-swept beaches and plenty of moisture.

Roads are gradually taking shape which will open up to the public this exciting terrain which hitherto they have known only through the pen pictures of folk like George Nicholson or the late Frank Kelley.

Actually, of course, the idea that the West Coast is for the Indians, or the birds, is far from being fact. Millions of dollars in the three basic industries have been made on the West Coast. And many, conversely, have lost their shirts instead.

STATE OF ENTHUSIASM

However, the news that two B.C. companies have stated their intentions of going into the iron ore business at Zeballos has stirred George Nicholson to a state of enthusiasm.

George was postmaster and magistrate at Zeballos for 12 years, and he was mining recorder for the district as well.

His particular interest in the iron ore is that he was the recorder in 1940 when all the iron ore claims were originally staked.

Zeballos was originally a mining town. In its prime—about the period George Nicholson was there—it had a population of 1,500, most of them working in the six local gold mines that in a seven-year period produced gold to the value of $13,000,000. The great one, of course, was Privateer.

Since the mines closed down in 1945, Zeballos has been saved from ghost-township only by the logging operations of the Tahsis Company.

Now the big hope is that Zeballos will again become a mining town with the mineral symbols changed from Au to Fe.

IRON MOUNTAIN

Most of the known Fe (iron) is in the Iron Mountain some six miles from Zeballos on the opposite side of the Zeballos River from the famous Privateer gold mine.

Part of the mountain is owned by Ventures Ltd., on whose claims over 2,000,000 tons have been blocked out. Adjoining these claims are those of Cascade Lode Mines Ltd., which along with Pacific Quarries Ltd. of Vancouver, are the companies proposing to mine the ore with the idea of selling it to Japan.

This Japanese deal may hinge on the result of the current lawsuit which has been taken against the B.C. government for the imposition of its iron ore export tax, and on which a decision from the B.C. Court of Appeal is awaited. The appeal was made by the B.C. government when a lower court ruled the B.C. tax a violation of the BNA Act.

Anyway, George Nicholson thinks that Zeballos is a pretty tidy spot from which to ship ore economically.

Roads are in existence to within a mile of the property; the wharfage at Zeballos is sheltered at all times; it is built for deep sea ships; there is ample room for stock piling of ore, and for conveyor-belt loading equipment.

Pilotage and customs facilities are available at Tahsis, only 12 miles away, and the channel to the ocean, either Esperanza Inlet or Nootka Sound, is both deep and safe.

Many of the buildings left over from the gold mining days are in good shape, so that living facilities for an influ of miners are available.

Firemen 'Visiting' At Opening

Visiting firemen — real ones — may be present in Victoria in fair numbers when the city's new headquarters firehall on Yates at Camosun is opened this spring.

Ald. Austin Curtis, chairman of the city fire wardens' committee, said the official opening might well coincide with the date of the Firemen's Ball, which annually attracts many firemen from other cities.

The firehall is expected to be more or less finished by the end of March, and the Firemen's Ball will be on April 10.

Bored Button-Pusher Needs Entertainment

BY DELOS SMITH

NEW YORK (UPI)—Scientific light on push-button automation suggests that controls of men-replacing machines will have to have amusement gadgets built into them in order to prevent the people who watch the controls from goofing off out of boredom.

Goofing off already is a problem in industries where machines operate unaided by men but automatically give off a signal, such as lighting a light on a control board, when they get into trouble. If the man assigned to watch for the signal misses it, the result can be costly and even disastrous.

But the man has nothing to do but watch the board and the signals he is watching for are few and far between. Experience has shown that his mind may wander and when the signal does come, he can be day-dreaming and miss it. Then there's the devil to pay.

When whole factories are controlled by one man in front of a control board, this is going to be a king-size problem. The scientists who seek to "engineer" human beings—the psychologists—are working on it, and Dr. Reed Lawson of Ohio State University, has come up with a way of keeping the watching man amused while he watches.

He used a control board which was a phony, but the men he put to watching it didn't know that. It had two signal lights. Only one worked. It had three push buttons. Only one was "critical." But it had a built-in amusement gadget which worked this way:

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Automation Hypnosis A Danger

★ ★ ★

A concealed movie projector was focused on the inside of the frosted glass panel which the men were set to watching. A vertical red line was painted on the right side of the glass. The frames of the movie film in the projector had only vertical lines on them and so they projected only vertical lines onto the glass.

The task of the watching men was to push push-button No. 3 whenever the projected line appeared in the red line permanently painted on the glass. That could happen only once in every 80 frames—the film had been made that way.

Lawson discovered that the five men with whom he experimented were all alertly responsive when the line shifted into the "danger" red area with every 80th film frame projected onto the glass. They were much more responsive than when other less animate films were used in the projector.

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'We Look for Matching Action'

Pull Weight in Trade U.K. Urges Canada

OTTAWA (CP)—Britain is not completely satisfied with Canadian government efforts so far in aiding a speed-up in the flow of British goods to this country.

Sir David Eccles, Britain's trade boss, appears to be searching for some extra Canadian help in this field. Moves that Canada may take may well determine how fast Britain moves to eliminate remaining restrictions against Canadians goods.

Sir David told a London luncheon earlier this month: "In this country we have by government action helped Canada to sell more to us; we look for matching action on your side."

Just how the Canadian government can help has not been fully disclosed, but Kenneth McGregor, Britain's senior trade commissioner in Canada, suggests that Canadian Crown agencies might do more to purchase goods from Britain instead of elsewhere.

In 1958, amid a recession, Canada's imports from Britain did increase slightly. The trend, said Mr. McGregor in an interview, appears to be "in the right direction but we would like to see the pace stepped up."

Mr. McGregor came from Britain to take up his new job last July and since then has toured most of Canada, finding that "Canada has enormous potential. You've got everything except people and capital."

In 1958 Canada's imports from Britain edged ahead to $527,000,000 from $522,000,000 in 1957 while Canadian purchases from the United States dropped to $3,577,900,000 from $3,998,500,000.

W. EARLE TAYLOR

Courtesy Driver

He Sees Toll On Highway

A man who knows the price of careiessnes on the highway is the latest to be nominated "courtesy driver."

Named by Victoria police, he is W. Earle (Red) Taylor, 2665 Avebury, a driver for Victoria Auto Wreckers.

Police who put his name up noted that even in the untangling and towing of wrecked cars, Mr. Taylor used extra care himself in his driving, and paid close attention to applicable traffic regulations.

Courtesy drives are sought out by police of Greater Victoria in a campaign to promote highway safety. Co-operating in the drive are Woodward Stores (Victoria) Ltd., Frigidaire Ltd., the Victoria Hockey Club and The Daily Colonist.

Each driver chosen receives tickets to a home game of the Victoria Cougars and, later, a certificate signed by the chief of police.

Harry Young's Business Topics

Tax Incentive for Tidy Town?

The suggestion made in this column a week ago that we should clean up the Victoria inner harbor and make it a haven for pleasure sailors, if for nothing else, has found considerable response.

But some people say, "Why stop at the harbor?"

Chamber of Commerce director H. Cuthbert Holmes thinks that our downtown area is also in need of some sprucing up.

"A good deal of our residential area is quite beautiful, and this attracts a lot of people into living here.

"Do you think the downtown business area is attractive to the eye?" he asks.

Major Holmes wants to support a move to beautify our downtown buildings wherever possible.

"I even dream of a special tax allowance for this purpose," he adds.

But Major Holmes knows there are some difficulties.

"Who is to say what will make a building beautiful?" he asks.

Well, there's one thing about it. The B.C. Electric has at long last given a lead by getting on with the burying of its unsightly power lines.

How much nicer Government, Douglas, Yates and Fort are going to look when once those gaunt dead timbers are removed.

A clear, uncluttered street can be a thing of beauty.

The other day, Bill Angus, who is a Victoria-Aberdonian, showed me a picture of his native city's new Union Street.

I hardly recognized it. Gone were the old tramway poles, the lighting standards and all the other municipal service paraphernalia.

The lines of the street with its shining grey granite buildings looked classically magnificent.

A neat Aberdeen touch, too, was the decision to hook the new neon street lighting up against the walls of the buildings. . . . Economic, efficient and tidy.

Returning to Victoria, Major Holmes is, of course, right. Even a spot of paint here and there would work wonders.

★ ★ ★

BANK BOOK SNAG

Few centennial publications can have run into a worse snag than "100 Years of Banking in Canada," the history of the Toronto-Dominion Bank.

When the book was ordered in 1953, it was intended to mark the celebration of the 100th birthday of the Bank of Toronto in 1956.

By the time the first draft was completed the Bank of Toronto was in the throes of an amalgamation with the Dominion Bank.

Obviously it had to be changed, so Joseph Schull went back to work and set about producing a side-by-side history of the growth and development of the two banks.

Although the Dominion was 15 years younger, it was just about an equal in size and importance when the wedding took place in February, 1955.

The two banks had, in many ways, similar experiences during their early days, each meeting successes and pitfalls as the country grew. Each also produced dynamic characters including some whom older employees of the two banks will remember as veritable "tartars."

For many more however than employees of the T-D, 100 Years of Banking will make interesting reading.